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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY Poland

REPORT NO. []

SUBJECT 1. General Attitude of the Populace
2. Railroad Traffic

DATE DISTR. 3 August 1953

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REQUIREMENT NO. RD

REFERENCES

BY CABLE

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[] EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
[] APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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1. As of 21 July there were no indications of active unrest or resistance in the Warsaw, Bydgoszcz, and Wroclaw (Breslau) areas. Hopes were aroused by Beria's arrest and the softened East German policy, and radical government changes were expected. However, the failure of these changes to materialize disillusioned the people. The Polish population is more depressed by the living conditions than the East Germans. [] cited as an example the cost of tomatoes; one pound of tomatoes costs 28 zloty.

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2. A German railroader made three trips to Brest since 17 June and has seen no evidence of sabotage along the Frankfurt/Oder-Brest railroad line. Neither did he see any indications of rioting or unrest among the people. The Poles are aware of the East German uprisings from RIAS and are more friendly to German railroaders. In [] opinion the Poles did not actively resist because of the difficulty in escaping to the West.

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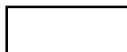
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


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3. Normal guards patrol the Frankfurt/Oder-Brest railroad line. However, for the two-day celebration of Liberation Day, there were extra patrols. Traffic has been normal since 17 June. No detours were required. More locomotives were assigned to the Frankfurt/Oder-Brest run on 10 July, permitting 14 to 17 trains daily in both directions. Heavy traffic causes a six-hour delay between Frankfurt/Oder and Rzepin (Reppen). Polish railroaders stated on 25 July that a partisan attack was expected in the future on the Brest line between Kutno and Poznan.¹
4. No unusual military rail shipments were seen since 17 June, except six to eight trains seen in Frankfurt/Oder on 9-16 July, loaded with cars, trucks, searchlights, and kitchens, accompanying air force troops being shipped to Brest.²
5. Three trains of refrigerator cars were noticed on 25 July, and three additional ones were observed on 26 July. The cars were dripping water. It is possible that they were loaded with butter for East Germany. One train with grain from Brest was observed on 27 July, however, a Soviet officer handled the papers and not the usual German crew member. A second railroad  states that the USSR is running grain trains back and forth between Brest and Frankfurt/Oder, indicating large shipments of grain.
1.  Comment. The Scuhaczew-Siedlce stretch can be most easily sabotaged since the track runs through a heavily wooded area.
2.  Comment. This may confirm the assumption of the movement of IL-28 units to the Ukraine.

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